(iii) Allotment of imported oil upto two weeks' requirements of each unit as reserve stock for use in case of temporary disruption of supplies of imported oil.

(iv) State Trading Corporation has been advised to plan for imports and movement of imported oil continuously at regular intervals in order to have a comfortable stock position at the STC's depots throughout the country.

(v) The lifting of imported oil by the vanaspati units is closely monitored.

(vi) State Governments/Union Territories have been advised to exempt vanaspati industry from the purview of power cut/load shedding etc.

Completion of Konkan Railway Project

*253. SHRI SURESH KALMADI:
SHRI KISHOR MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) by when the Konkan Railway Project is likely to be completed; and

(b) by when the Marathwada broad gauge line project is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) The Konkan Railway Project consists of construction of a line (910 Kms.) long connecting Apta to Mangalore. It is not possible to give any target date of completion, unless the Railway Ministry get [illegible] ow the rate of allocation of funds for the Project which due to financial constraints is very limited now. So far 20.35 Kms. have been completed from Apta to Pen. Another 27 Kms. between Pen to Nagothana is expected to be completed this year leaving approx. 14 Kms. to Roha over which longer work is going on.

(b) There is MG to BG conversion work going on between Manmad to Aurangabad as part of the conversion scheme for Manmad-Parbhani-Parli-Vaijnath MG section to BG. The completion of the work here again will entirely depend on the money allocation as per priority given to this work.

The Planning Commission has already approved of the construction of a BG line between Pimpalkutti to Adilabad—conversion of MG to BG between Mudkhed to Adilabad and provision of BG line to Parli-Vaijnath. This line when completed will serve a very useful purpose in the movement of coal from Chanda Group of collieries to the cement factories on route and the power station at Parli.

Reported crisis in wagon industry

*254. SHRI SANKAR PRASAD MITRA:
SHRI KALYAN ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to an article which appeared in the *Indian Express* of 12th July, 1984 under the caption "Wagon industry on blind track" regarding crisis in wagon industry due to lack of orders etc.;

(b) if so, what are the details thereof;

(c) what action Government propose to take in the matter;

(d) whether the lack of orders by the Railways has led to under utilisation of capacities of wagon building units; and

(e) what steps have been taken to sort out the problems faced by the industry, with the results thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. [illegible]I KHAN CHOUDHURY): (a) Yes, Sir.

(b) Acquisition of wagons is dependent on traffic requirements both on account of incremental traffic as well as replacement account and allocation